

RIOTING IN THE STREETS OF PRAGUE.

Czechs Continue Their Attacks on Germans and Jews.

Schools, Residences and Restaurants Bom- barded With Stones.

All Traffic Suspended and Business Houses Closed—Twelve Battal- ions of Infantry and a Squad- ron of Hussars Called Into Ser- vice to Quell the Disturbances.

PRAGUE (Bohemia), Dec. 1.—There was a renewal of the rioting here last evening. The windows of the German theater, German schools, restaurants, residences and newspaper offices were broken into. The troops cleared the streets. Many people were injured and a number of arrests made.

There were fresh disturbances here to-day. The houses of Germans were bombarded with stones, and a howling mob which gathered on Wenzel Platz had to be dispersed by infantry and cavalry. The university buildings are threatened by the rioters, and will have to be protected by large bodies of police.

Troops have been drafted to Judens-
tadt, owing to the mob threatening to riot there.

During the afternoon the riot increased. The synagogue windows were smashed, and also the windows of the houses of Jews displaying German trade signs in several streets of the Jewish quarter.

Since 6 o'clock this evening the streets have been held by twelve battalions of infantry and a squadron of hussars. All traffic is suspended and business houses are closed.

In spite of the military, a large Czech mob made a descent during the evening upon the German quarter, and plundered houses and shops in several streets. The rioters were dispersed by the German police, but a mob of well-known German cafe was pillaged in the street and set on fire. When a detachment of troops approached to disperse the rioters the soldiers were greeted with a shower of stones, broken glass and other missiles. The officer in command ordered his troops to prepare to fire, but at the urgent request of a police official the order was not carried into effect.

Shortly after 9 o'clock a mob attempted to attack a carriage factory at Zischow, a suburb of Prague on the other side of Moldau. The troops stationed at the factory poured a volley into the crowd. It is known that at least two persons were killed outright, and it is feared that others were killed or wounded. The same body of rioters set fire to a house at Zischow, but the flames were soon quenched.

In various other parts of the city and the suburbs windows were smashed and German sign boards demolished.

It is said that the mob was incited by articles in the Czech newspapers, and by a false report that the German students had organized an attack upon the Czech National Theater.

At a late hour threatening crowds made repeated rushes, and an attempt to storm the German newspaper offices were made, but at 11 o'clock the rioters were quiet, and the troops had been withdrawn, except patrols at threatening points.

In Smichow, the southwest suburb of Prague, and a thickly populated industrial quarter, at a late hour in the evening the riotous mob attacked and plundered the German national school. The rioters fired shots at the police detachment which arrived on the scene to disperse them, whereupon the commanding officer, acting with great promptitude, drew his revolver and fired at the rioters, the bullet piercing his arm. He then arrested the man, and the result of this energetic action was the disposal of the mob without much further difficulty.

The German gymnasium in the Alt-
schneider-Ring, in the center of the city, was plundered by a mob, which was finally dispersed by a combined charge of soldiers and police.

Damage to the amount of many thousand dollars has been done to German firms, clubs and other institutions having German proprietors or patrons. No performance was given at the German theater to-night.

The constant cry of the rioters was: "Down with the Germans!" "Down with the Jews!" Ladies in the street were obliged to wear the Slav shawl, in order to avoid being attacked.

German sign boards are being rapidly removed by their owners and replaced with Czech inscriptions. Nobody dares to utter a word in German.

The Kinsky palace was plundered of its furniture, which was thrown through the windows, heaped in the street and set on fire, the mob preventing the fire brigades from approaching.

The Wenzelsplatz, where the revolution of 1848 began, has been the chief center of the excitement. It is about sixty yards in width and 750 yards in length, and will hold 100,000 people.

The police and the military have made 200 arrests, and it is reported to-night that altogether eighty persons have been injured.

KENTUCKY DISTILLERS. Take Action to Reduce the Annual Output of Whisky.

LOUISVILLE (Ky.), Dec. 1.—At a meeting of the Kentucky Distillers' Association, called to consider the question of restricting production for a term of three years, a plan was mapped out to keep down the output 15,000,000 to 20,000,000 gallons yearly. In some years the production has been over 40,000,000 gallons.

Those present signed an agreement to accept a fair allotment on the basis of the capacity, and committees were appointed to apportion the amount for each distillery. It was decided that this must be done, if the trade were to be preserved from a panic. They also agreed to work for a lower tax. The meeting was largely attended.

Negro Politician Ill.

SAN ANTONIO (Tex.), Dec. 1.—N. W. Cuney, the most prominent negro Republican politician in the country, and for several years the recognized leader of the Republican party in Texas, is at Loebergh, a health resort north of here, dangerously ill. His condition is pronounced hopeless, as he is suffering from a chronic disease. He was Collector of the Port of Galveston under Harrison, and has led the Texas delegation at every Republican national convention for the past twelve years.

Crashed Through a Bridge.

CLEVELAND (O.), Dec. 1.—A south-bound train on the Pittsburg and Western, while running at full speed, jumped the track at Chamblins Cut, and before it could be stopped had crashed through the bridge into the stream below. The locomotive and eleven cars were demolished. The engineer and fireman jumped.

Three Shipwrecked Sailors.

DUBLIN, Dec. 1.—The British steamer Darlington, Captain Dunbar, from Baltimore November 16th for Limerick, has arrived in the Scatter Roads, and reports having on board three men belonging to the crew of the American schooner Mary Ann Mott, which foundered during the night of November 16th.

Insurgents Routed.

MADRID, Dec. 1.—It is announced in an official dispatch from Manila, capital of the Philippine Islands, that the Spanish troops have routed a band of insurgents, inflicting a loss of fifty-seven men killed, including the insurgent leader. The Spaniards lost six men killed and had seventy-one wounded.

Cold in the Northwest.

ST. PAUL, Dec. 1.—Ordinary thermometers made last night the coldest of the season thus far. The official record here was 7 below zero at 7 a. m. to-day. At the same hour Moorhead reported 16, Winnipeg 26 and Huron 14 below.

Gold Output of Cripple Creek.

CRIPPLE CREEK (Col.), Dec. 1.—The gold output of the Cripple Creek district in November was \$1,258,600, the largest for one month in the history of the camp.

Condition of the Treasury.

WASHINGTON, Dec. 1.—To-day's statement of the condition of the Treasury shows: Available cash balance, \$220,663,550; gold reserve, \$157,963,851.

EX-BANKER SPALDING SENTENCED TO A TERM IN THE PENITENTIARY.

CHICAGO, Dec. 1.—Charles W. Spalding, ex-President of the Globe Savings Bank, was to-day sentenced to an indeterminate term in the penitentiary. He was charged with embezzling funds of the University of Illinois, of which he was Treasurer.

The proceedings in court were highly dramatic. Judge Horton reviewed the case in an elaborate opinion, and one assertion seemed to unnerve Spalding. This was when the court said that Spalding admitted his guilt.

"I wish," cried Spalding, when asked if he had anything to say, "to deny that I or my counsel ever admitted my guilt. Every dollar I received from the university has been applied to its benefit. I protest against this unjust verdict, which I feel would not have been returned had your honor permitted certain facts to be considered by the jury."

"These facts had relation to the question of intent to commit embezzlement. I am proud of my business career of thirty years, fifteen of which have been passed in this community. I challenge any man to stand up before me and say I ever hid him a wrong. Your honor may abridge my days of usefulness, but you cannot take from me the honor of the past."

At this point Spalding's voice failed him, and he choked with emotion. Judge Horton then imposed sentence. It was announced in behalf of the ex-banker that an appeal would be taken to the Supreme Court, pending which he will be kept in the County Jail, where he has been confined since last spring.

The charge of which Spalding was convicted was the embezzlement of \$28,000 in coupon credit bonds, the property of the university. Banker Spalding made a stubborn fight. Besides being in Justice courts and before Masters in Chancery several times, he twice stood charge of illegally using funds entrusted to his care. The first time he was acquitted, not guilty, but on the second trial, which was an adverse contest, the jury brought in an adverse decision.

The indictment and subsequent conviction, the romantic love story underlying the dry details of his alleged offense and his self-possession under the most trying circumstances, combined to make his case an unusually interesting one.

Under the indeterminate law the convicted bank President may be kept in prison from one to fifteen years. The length of sentence above one year rests with the Board of Prison Commissioners.

M. Darlan, in spite of the requests of his colleagues, has persisted in resigning the portfolio of Justice, and the President has accepted his resignation.

GOLD-SEEKERS SWEEPED OUT TO SEA.

Anxiety as to the Fate of Twelve Men on the Sloop Pigeon.

The Boat Was Driven Before a Gale Toward Pyramid Harbor.

No Tidings Have Since Been Received of the Party and It is Feared All May Have Perished—Predicted That the Rush for the Klondike Next Season Will Eclipse That in 1849 to California.

SEATTLE, Dec. 1.—A. A. Smith, writing under date of November 22d from Skagway, says: "After it became known that the boat Pigeon had been driven before a gale toward Pyramid Harbor, the anxiety of the twelve men, who on Tuesday morning, on the sloop Pigeon, essayed to make the trip around the point to Talia. The skipper, a French seaman, was carried down the canal. The names of most of the party cannot be recalled, but it is known that Nicholas Furlong, Tom Dickens, Rene Leprix, Joseph Palmer, C. H. Dennison and a man named Lombard were among the number. The boat is believed to have been blown off New York, who was in Skagway en route to Dawson City, which point he had agreed upon a \$1,000 wage to reach without money."

"It was as impossible for the skipper to return to the harbor here as it was for the party to reach the coast. Unsuccessful attempts to reach cover, a landing was made about a mile below on this side. Here H. S. Manning of Chicago and Morse S. Duffield of Detroit disembarked and endeavored to persuade them to do likewise, but they refused, believing they would be able to beat back. The boat was then being driven before the gale toward Pyramid Harbor, since which time no tidings have been had of any of the party."

Writing from Dawson City, M. B. Thompson of Seattle describes the situation in Dawson City. He says: "I know that no boats could get up the Yukon this year. He says: "Word came that there would be no more boats this fall and it caused the greatest excitement I ever saw, as there are large numbers of people without provisions and their personal effects. Now there is a big stampede out of the country. Hundreds of people are leaving, some going up the river, some down. Provisions have gone up to the most fabulous prices. Flour is worth \$2 per pound or \$100 a sack. I believe this will be the last year the country will be any good. Next year there will be such an awful crowd here that a man without a claim will be worse off than in Seattle. There are not over 250 good claims in the district, so far as known. There are about 3,000 men working here in the mines now. Unless there are more men, which few newcomers will simply be disappointed."

THE RUSH TO THE GOLD FIELDS.
WASHINGTON, Dec. 1.—Consul Smith at Victoria, in a report to the State Department, discussed the subject of the Klondike gold fields. The advice received at Victoria, he says, indicate that the rush in 1849 to California and the one to South Africa will be eclipsed by the gold seekers headed for the Yukon in the early months of 1898. Agents from England have been at Victoria making arrangements for 3,000 or 4,000 gold seekers. Merchants there have secured great supplies of outfit goods, and the transportation companies have made arrangements sufficient to make daily lines between that port and St. Michael, Dyea, Skagway and Fort Wrangell.

The Canadian authorities have made every possible arrangement for an all-Canadian route to the gold fields, and are trying to make it to the interest of miners to purchase their outfits in Canada. This is to be done through tariff laws.

Hon. Clifford Sifton, the Canadian Minister of the Interior, made a trip to the Northwest recently, and intimated that the hundred pounds exemption now allowed by the Canadian Government to the miners would be probably everything they bought in Canada would have to pay duty. He declined to give any assurance that the tax on mining would be reduced, or the "alternate claim outrage" be alleviated.

The consul goes to some extent into a description of the rush of mining in Alaska, gathered from persons who have returned from there. One man told him that he regarded Alaska as a more profitable place for miners to go than to Canada, owing to the excessive royalty charged by the Dominion Government, which, it seems, there is no expectation of having repealed. The Klondike stratum runs in the direction of Alaska, and those men who have interest in mines there are doing as well as those in Canada.

IMPENDING DISASTER AT DAWSON.
SAN FRANCISCO, Dec. 1.—The Alaska Commercial Company to-day received expected letters from J. E. Hansen, Assistant Superintendent of the Dawson district of the Yukon region. Hansen's report states that impending disaster at Dawson is beyond question, and that at least 1,000 people will have a desperate time in escaping actual starvation.

Hansen estimates that at the most the supplies at Dawson will suffice to sustain 3,500 persons until the opening of the season in the spring. As there are now about 5,000 people in Dawson, many without any provisions of their own, Hansen says it is plain that some must suffer.

NOT IN DANGER.

The Sailors Now Imprisoned in the Ice in the Arctic.

TACOMA (Wash.), Dec. 1.—Sailor

Frank Wyckersham has just returned from an eight months' whaling trip in the Arctic Ocean on the steam bark William Bayliss. His ship was in company at various times with the eight whalers now imprisoned in the ice east of Point Barrow. Wyckersham declares that the men aboard the ship are not suffering as is generally supposed. He says: "These vessels carried a year's supplies. Their men are now enjoying life and will be perfectly safe and comfortable until the ice breaks up next summer, and they will probably not experience any hardships then. Should any vessel be crushed the men can easily get to the other ships or to shore, which is not more than a mile away. Having firearms, they can kill bear, seal and walrus around the ships, and they are obtainable on land. The native Eskimo lives on flesh of animals of that region and if necessary the sailors can do likewise."

Wyckersham does not believe that the cutter Bear will reach the whalers this winter. He says the Bear was within fifteen miles when the sailors of the wrecked whaler Navaroh froze to death on the floating ice. The sixteen picked up by the bark Thrasher told him that they saw men walking the Bear's decks while their companions were in the ice, which whalers believe to be Whitehead of the Navaroh and the Bear's officers for not making a more thorough search before steaming off and leaving the Navaroh crew to die.

SUICIDE AT STOCKTON.

A Sufferer From an Incurable Disease Ends His Life.
STOCKTON, Dec. 1.—Louis Emile Bastoin, a French seaman, was found dead in bed this morning. He placed a pistol to his mouth and killed himself about 10 o'clock last night. He had been a sufferer from Bright's disease for a long time, and it is supposed that despondency prompted the act. He frequently of late gave his friends directions as to what disposition to make of his body should he be found dead. He left a will written in French, in which he stated that his only heirs were two sons living in France, to whom he bequeathed his estate, which consists of two valuable lots and some cash. He was 52 years of age.

ANOTHER PIONEER GONE.

Henry Barnhart, a Wealthy Farmer, Dies at Stockton.
STOCKTON, Dec. 1.—Henry Barnhart, one of the wealthiest of San Joaquin farmers and capitalists, died at 9:30 o'clock this morning, at his residence, of Bright's disease, after an illness of fifteen days. He had been suffering from kidney trouble.

He came to California in 1849, and settled in San Joaquin County in 1852. He accumulated a large fortune in agriculture, but of late years is said to have lost considerable, as he could not realize on much of his land. The estate that he leaves is estimated to be worth about half a million dollars. His only heirs are his wife, his daughter, Mrs. C. R. Niewonger, and his son, D. C. Barnhart of Santa Cruz.

GERMANY AND CHINA.

WILD RUMORS CURRENT AT BERLIN.
Report That Chinese Have Massacred Two Hundred German Sailors at Kiaochow Bay.

BERLIN, Dec. 1.—All sorts of wild rumors are current here and at Kiel, probably based in the main upon the speech of Emperor William at the opening of the Kiel canal, in which he mentioned the relations between Germany and China, but most of these are discredited.

The "National Zeitung" has confirmed the statement of the Emperor that Germany's only object in the occupation at Kiaochow is to protect German missionaries in China, and that the alarming stories are now taken with liberal allowances of a sort.

A sensation was caused to-day by a report that the Chinese had massacred 200 German sailors belonging to the German cruiser Albatross at Kiaochow Bay, but there has been no confirmation of this, while the latest dispatches received from Admiral Von Diederich, commander of the Division, which were dated the afternoon of November 28th, make no reference to fighting at Kiaochow.

But the "Berliner Tageblatt" is responsible for the statement that the additional cruisers are now going to Kiaochow, bringing the force up to ten ships, with 4,000 men and 120 guns. The same journal says also that a force of 10,000 men, including the crew of the imperial yacht Hohenzollern, is going to Kiaochow, but there is no official confirmation of these assertions, although they are held to indicate that a permanent occupation is intended, especially as it is understood that China does not insist upon evacuation.

LONDON, Dec. 2.—It is reported here in well informed circles that the views of the Russian Government have undergone a change as to the situation at Kiaochow Bay. Seeing the large force that Germany is assembling there, Russia is inclined, with France, to oppose German action.

A special dispatch from Shanghai says that nine men have been arrested for assisting in the murder of the German missionaries.

It is currently reported there that France, Germany and Russia have entered into a compact for acquisition of Chinese territory, Germany taking Han Tung, Russia taking Corea, and France taking Po Kien and Formosa.

The movements of the British and Japanese fleets are supposed to indicate suspicion as to the conduct of the other Powers. Japan objects to a German occupation of Kiaochow, until China has paid the war indemnity.

It is understood at Shanghai that China will propose to refer the whole matter to the Powers for arbitration.

Dangerous Counterfeit Notes.

WASHINGTON, Dec. 1.—Chief Hazen of the Secret Service has received a telegram from Chicago announcing the arrest of Frank Holland and Mary Mahoney for making and passing counterfeit notes. The five are on the First National Bank of Joplin, Mo., and tens are silver certificates with Hendricks' head. Both are cleverly executed, and are dangerous.

AUTOMATIC CAR COUPLERS.

Petitions for Extension of Time to Comply With the Law

Come Up for Hearing Before the Interstate Commerce Commission.

Representatives of the Roads Claim That They Are Not at Present Financially Able to Comply With the Law, While Railway Employes Insist Upon the Couplers Being Immediately Put Into Use.

WASHINGTON, Dec. 1.—The Interstate Commerce Commission to-day opened the hearing of the petitions which have been petitioned for an extension of the time in which they may comply with the law of 1893 requiring them to equip their cars and engines with automatic car couplers, hand rails and brakes. The representatives of the railroads, who are petitioning for an extension, and also the leading labor organizations, were present.

John Cowen, one of the receivers of the Baltimore and Ohio, presented the general subject to the commission. Previous to his general presentation, Chairman How, representing the Boston and Albany, made a brief argument on this point, to show the utter advantages of traffic which must follow if the roads which had complied with the law were compelled to cease hauling un-equipped cars.

Mr. Cowen presented the whole question, representing in this issue not the Baltimore and Ohio, but the Lake Shore road. The Lake Shore, he said, was a prosperous road, and had been able to comply fully with the law, but it was here, uniting with other roads, in asking for an extension. The business of the railroads of the country was largely a unit, and those roads which had equipped their cars could not haul un-equipped cars without technically violating the law.

Mr. Cowen said he was Chairman of a committee at this hearing, which represented about 600,000 of the 933,000 freight cars engaged in interstate commerce. Of the freight cars of the country, 44 1/2 per cent. were equipped with car couplers, and 39 1/2 per cent. had the additional air brake attachments.

He offered as the principal reason why the roads should not fully comply with the law the industrial depression which followed the passage of the Act in 1893, which, he said, had rendered them financially unable to make the outlay required by law. He contended that the law was defective, and Congress recognized this by giving the commission power to suspend its operation.

The single question presented to the commission, he argued, was the method and extent of extension, because, unless an extension was granted, interstate commerce must cease. He urged that the extension be for five years, with provision for an equipment of one-fifth of the cars each year, thus working up to full and complete compliance. He further said that it would cost from \$40,000,000 to \$50,000,000 for the railroads to comply with the law. This money must be earned. If the commission declined an extension, the roads would be absolutely unable to equip their cars out of their own resources. The cost, he said, must come out of the employes, if the roads were to be driven beyond their financial ability.

The percentage of equipped cars for the control of trains ranged, according to estimates given by experts present, from 20 to 90 per cent.

P. H. Morrissey, representing the Brotherhood of Railway Trainmen, the Railroad Conductors' Association, the Locomotive Engineers, Locomotive Firemen and the Association of Railroad Telegraphers, followed Mr. Cowen with a forcible presentation of the attitude of the railroad employes toward the solicited extension.

During the past five years 2,000 railroad men have been killed annually, and between 20,000 and 25,000 injured. Of those represented 60 per cent. were directly attributed to the new evils this law was designed to correct. The slaughter would continue as long as the present conditions remained. He thought something should be done with the roads which had utterly disregarded the law. He called rather menacingly to the attention of wage reduction thrown out by Mr. Cowen.

"I speak in no defiant spirit," said he, "but I want to say that when the question of a reduction of wages is presented to us we will meet it. If the alternative of reducing wages or the maiming and death of its members were presented to the organizations which I represent, I do not hesitate to say that they would prefer to go out and equip the roads themselves."

Mr. Loomis of the New York Central, whose road has complied fully, asked for the extension on the ground that the commission could not contemplate such an interruption of traffic as must follow the inability of his and other roads to haul un-equipped cars.

The several roads which had fully complied, those which had 75 and 100 per cent. of their cars equipped and those with between 70 and 75 per cent. were called, and the representatives of each gave an estimate of the time in which the work of complying with the law could be completed.

After a brief recess, Julius Rosendale of Philadelphia, on behalf of himself and many eminent divines whom he said he represented, and among whom he mentioned Cardinal Gibbons, entered a protest against granting an extension of time.

Samuel Gompers, President of the American Federation of Labor, joined Mr. Morrissey's protest against any extension of the time for compliance with the law.

Mr. Clarke, representing the Chicago

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and Greatwestern, said his company could not afford and had not the facilities to equip the un-equipped cars with couplers within one year. There were about 3,000 of these.

"What were the earnings of your road last year?" asked Commissioner Prouty. "Over \$4,000,000."

"Why could not the road apply \$60,000 next year to equipping its cars with couplers?"

"It would not be economical," replied Mr. Clarke.

The railroads whose equipment was below 50 per cent. were called, and the counsel of particular roads in any cases explained the reasons why more progress had not been made.

The hearing to-day closed with a somewhat sensational exchange between Mr. Cowen and Mr. Morrissey as to whom the latter represented.

UNION PACIFIC ROAD.

S. H. H. Clark Declines the Presidency.

ST. LOUIS, Dec. 1.—Rumors which have been received ever since the Union Pacific was bought in by the Reorganization Committee were set at rest to-day by the announcement that S. H. H. Clark had declined the Presidency of the road.

For some time Mr. Clark refused to deny or confirm the rumors, and every effort was made by the management to induce him to accept the position. To-day he announced that his decision was final.

Ill-health, due to the heavy work imposed on him for many years, is the reason given for his refusal to accept the Presidency. Mr. Clark severs his connection with the Union Pacific, and will remain in St. Louis. It is not known whether or not he will return to the Missouri Pacific, of which he was Vice-President and General Manager for many years.

THIRTY MEN KILLED.

Fire Damp Explosion in Rhenish Bavaria.

KAISERSLAUTERN (Rhenish Bavaria), Dec. 1.—A fire damp explosion has taken place in the Frankerholz coal mine, near Homburg. The bodies of thirty killed and forty-five injured miners already have been extricated. Others are still missing. Homburg is a fortified town six miles north of Beaux Ponts.

Murder in the First Degree.

DAVENPORT (Ia.), Dec. 1.—The second trial of Mrs. Christine Bejens, charged with the murder of her husband, Claus Behrens, last July, by giving him Paris green, so she could get his life insurance and marry Henry Bennett of Rock Island, Ill., ended this evening in a verdict of murder in the first degree. The sentence is fixed at life imprisonment at hard labor. Bennett is in jail under indictment for murder, and will be tried at this term of court.

Overdue Steamers Arrive.

DULUTH (Minn.), Dec. 1.—The overdue steamers Bulgaria and Amazon arrived in port at 1 o'clock this afternoon.

Naval Vessels Accepted.

WASHINGTON, Dec. 1.—The Secretary of the Navy finally accepted the Iowa and the Foote to-day.

EVENTS ON THE TURF.

A LARGE CROWD AT THE INGLETSIDE TRACK.

Shasta Water Wins the Presidio Stakes and Sweet Favorable the Mile Handicap.

SAN FRANCISCO, Dec. 1.—It was ladies' day at Ingleside to-day and the grand stand was packed with women. The Presidio stakes for three-year-olds and a handicap were the features. Charley Thorpe made his debut on Caliente in the first race, and was applauded when he rode by the grand stand. Mainstay won the first race handsly. Results:

Six furlongs, selling, Mainstay (H. Marten) won; Caliente (Thorpe), 2 to 1, second; Don Fulano (Conley), 10 to 1, third. Time—1:15 1/4. Decider, R. Q. Ban, Can't Dance, Una Colorado and Senator Merrill also ran.

Seven furlongs, two-year-olds, George Lee (Clayson), 7 to 1, won; Celes (Joe Martin), 3 to 1, second; Morello (Conley), 4 to 5, third. Time—1:29 1/2. Bonnie Ione, Charles Le Bel, Morano, Roxey Murphy, Mistletoe and Watonba also ran.

One mile, handicap, Sweet Favorable (O'Donnell), 10 to 1, won; Celes (Joe Martin), 3 to 1, second; Double Quick (Clayson), 2 to 1, third. Time—1:41 1/4. Mamie Scott, Thelma and Santuzza also ran.

Open hearth department \$51,938
Furniture and cement shop 64,623
Breading and tempering shop 46,603
Fencing shop 69,831
Boiler shop 119,574
Crewer plant 25,928
Blacksmith shop 32,441
Locomotive shop 7,279
Carpenter shop 8,888
Office building 15,000
Chemical laboratory 25,000
Physical laboratory 25,000
Railroad tracks and equipment 83,612
Washing 11,112
Water supply, sewerage, etc. 33,238
Totals \$747,312

BIG COAL COMBINE.

River Operators Preparing to Consolidate Their Interests.

GOVERNMENT ARMOR PLANT.

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